

DRAFT

WORKFORCE INVESTMENT ACT SELECTION/CERTIFICATION OF NEW AND EXISTING ONE-STOP OPERATORS ONE-STOP TRANSITION ISSUES WORKGROUP

Issue

The Workforce Investment Act (WIA) identifies three options for certifying One-Stop operators. Should California expand upon, or limit these options?

Background

The term One-Stop operator means one or more operators designated to receive funds from the Local Board to operate one or more centers. One-Stop operators may consist of a single entity or a consortium of entities and may operate one or more One-Stop centers. The agreement between the Local Board and the operator shall specify the operator's role. The role may range from coordinating service providers within the center to being the primary provider of One-Stop services.

As required by WIA Section 121(d)(2)(A), the Local Board, with the agreement of the Chief Elected Official, must designate or certify One-Stop operators in each local area. The Draft Department of Labor Regulations identifies three conditions under which a One-Stop operator may be selected/certified.

Option I

This may be done through a competitive process WIA Section 121(d)(2)(a)(i), Regulations Section 662.410.

Pros

- Allows for all partners to compete for the role of operator
- Allows for new consortiums to form
- Meets the WIA requirements

Cons

- May take time for competing entities to come together to be ready to compete

Option II

Designation/certification could occur under an agreement between the Local Board and a consortium of entities which includes at least three or more of the required One-Stop partners WIA Section 121(d), Regulations Section 662.200.

Pros

- Meets the WIA requirements
- May encourage involvement by the new required partners
- Builds on existing partnerships

Cons

- Could discourage new partners from participating

Option III

The Local Board, the Chief Elected Official, and the Governor may agree to certify any existing entity as a One-Stop operator under the following circumstances:

- A One-Stop delivery system, consistent with the scope and meaning of the term in WIA Section 134(c); existed in the local area prior to August 7, 1998;
- The certification is consistent with the requirements of WIA section 121(b);
- The Memorandum of Understanding; and
- The certification must be made publicly, in accordance with the “sunshine provision” of WIA Section 117(e), WIA Section 121(e).

Pros

- May expedite the transition from JTPA services to WIA services
- Continues to build on original state/federal One-Stop system building

Cons

- Does not provide for new partners to participate in service delivery decisions
- Few, if any local One-Stop systems, meet the requirement of providing services from the 19 mandatory One-Stop partners

RECOMMENDATIONS

1. It is recommended that the process for selecting/certifying One-Stop operators include any of the three options mentioned, and be determined locally, without adding additional requirements to what WIA prescribes.
2. The competitive process requirements should be determined by Local Boards.